

HEAVY RECEIPTS OVER WEEK-END

SQUIBS FROM THE WATERFRONT

O. K. SERVICE PUTS IN FROM CANSO WITH 291 CRATES LOBSTERS

Capt. Archie McLeod docked the sch. Catherine at the Cape Pond Ice Company wharf Saturday, after landing his fare of halibut at Boston. Incidentally he plans to leave tomorrow for another try on the Grand Banks.

Sch. American, Capt. Simon Theriault, left port Saturday morning for the Grand Banks on his second halibuting trip of the season.

The sch. O. K. Service arrived in port yesterday, tying up at Pew's wharf, before taking her fare of 291 crates of lobsters to the Consolidated Lobster company of Bay View. Capt. Jimmy Hamilton is the skipper and the craft hails from Canso, Nova Scotia.

Three seiners slipped their moorings at the witching hour last night, bound for the south'ard, to join the mackerel fleet. One familiar face will be missed at the Master Mariners' clubrooms for a while, for the genial Jack Barrett has taken sch. Joanna south, leaving in the wee sma' hours, so as to make the Cape Cod canal by daylight.

The others who had the same idea in mind in leaving around midnight, were the Doris M. Hawes, Capt. Aubrey Hawes, and the Rose and Lucy, Capt. Philip Parisi, both seiners.

Say what you will, the most of the Gloucester skippers are not fussy about going through the canal in the night-time. They say that the lights along the banks are confusing, and there is every chance to be led onto the land and beforced to stay there for awhile. That is why so many sail at midnight, for the run takes about six hours.

Take a tip from Squibs, and learn the joy of the best hours of the day, by rising with the sun, and stroll down to the waterfront where the world on a fair day at this hour, never looked rosier. There's a certain spirit of democracy that is born with the dawn that is lost as the day lengthens, and no matter whom one meets, whatever his position, all is leveled, as they greet and talk over the affairs of the day or the water.

One of these early morning enthusiasts who is missed by Squibs, is Capt. Ben Pine, who is now hobnobbing with no less than the president of the United States and family at Washington. Ben can always be found at 6 o'clock in the morning down on the Atlantic Supply wharf, looking things over. And no better company could be desired than a chat with this gentleman of the sea, who certainly knows the waterfront from "A to Z."

Capt. Joe Piscatello is soon going seining in the Alicia, which has withdrawn from gill netting, and is now changing over. This craft is one of Capt. John Chianciola's fleet, and another of his boats, the Serafina II., is already on Parkhurst's railways, getting ready for seining. John's brother, Capt. Joe Chianciola, is skipper of the Serafina.

The Antonina, Capt. Ben Randazza, is changing over from dragging to fit for mackerel seining, and will soon be getting a new coat of paint and other trimmings to join the parade south of the Mason-Dixon line.

GILL NETTERS DOING VERY WELL AS FAR AS CATCHES ARE CONCERNED.

Over 116,000 pounds of fresh fish, mostly cod and haddock was landed here over the week-end, with the gill netters accounting for the most of it, their catch for Saturday being 38,000 pounds, and yesterday 36,500. The trawlers and draggers had 42,400 pounds in the two days. The New Dawn, a Portland trawler, was at the Producers' Fish Company this forenoon with 6000 pounds of haddock and cod. Three seiners left port last night, while the schs. Adventure and the American have gone halibuting.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:
Joe Mitchell, trawling, 1000 lbs. haddock and cod.
Cora Jane, trawling, 3600 lbs. cod and haddock.
Minerva, trawling, 3000 lbs. cod.
Fannie Hickey, dragging, 2500 lbs. flounders and mixed fish.
Frances C., dragging, 3000 lbs. flounders and mixed fish.
Gertrude E., trawling, 1000 lbs. cod.
Ripple, trawling, 600 lbs. cod and mixed fish.
Monia, trawling, 1000 lbs. haddock.
Klondike, trawling, 700 lbs. haddock and cod.
Steven M., trawling, 1700 lbs. haddock.
O. K. Service, Canso, Nova Scotia, 291 crates lobsters.
New Dawn, trawling, 6000 lbs. haddock and cod.
Lillian, trawling, 1000 lbs. haddock.
Nova Antonia, trawling, 1000 lbs. haddock.

Saturday's Arrivals and Receipts.

Theresa, trawling, 700 lbs. haddock and cod.
Jupiter, trawling, 300 lbs. haddock and cod.
Al Stanton, trawling, 900 lbs. haddock and cod.
Cora Jane, trawling, 5000 lbs. haddock and cod.
Sally and Josephine, trawling, 400 lbs. haddock and cod.
Madrugá, trawling, 500 lbs. cod and haddock.
Minerva, trawling, 4000 lbs. cod.
Little Ruth, trawling, 4500 lbs. cod.

Yesterday's Gill Net Receipts.

Edna Fae, 8000 lbs. haddock.
Virginia and Joan, 5000 lbs. cod.
Phyllis A., 5000 lbs. cod.
Lucretia, 4000 lbs. haddock.
C. A. Meister, 4000 lbs. haddock.
Eliza C. Riggs, 3000 lbs. cod.
Agnes and Myrnie, 2000 lbs. cod.
Enterprise, 2000 lbs. cod.
Nashawena, 1500 lbs. cod.
Liboria C., 1500 lbs. cod.
Mary A., 500 lbs. haddock.

Saturday's Gill Net Receipts.

C. A. Meister, 4500 lbs. haddock.
Naomi Bruce II., 4500 lbs. cod.
Lucretia, 4000 lbs. cod.
Enterprise, 4000 lbs. cod.
Eliza C. Riggs, 4000 lbs. cod.
Virginia and Joan, 3500 lbs. cod.
Edna Fae, 3000 lbs. cod.
Nashawena, 2000 lbs. cod.
Liboria C., 2000 lbs. cod.
Agnes and Myrnie, 2000 lbs. haddock.
Phyllis A., 2000 lbs. haddock.
Naomi Bruce III., 1000 lbs. haddock.
Elizabeth and James, 1000 lbs. haddock.
Myrtle and Gladys, 500 lbs. cod.

Sailed.

American, halibuting.
Doris M. Hawes, seining.
Catherine Burke, seining.
Rose and Lucy, seining.
Adventure, halibuting.
Joanna, seining.

BOSTON MARKET IS DULL TODAY

RECEIPTS ARE HEAVY BUT PRICES ARE AT ROCK BOTTOM.

A fleet of 42 craft, including one halibuter, reached the Boston fish pier for the Monday trade. They brought in 905,000 pounds of groundfish, 412,000 pounds of mixed fish and 24,000 pounds of halibut. Sch. Oretha F. Spinney had the halibut fare, which sold for 18 1-2 cents and 15 1-2 cents per pound.

Groundfish prices were low. Haddock brought only \$1.25 to \$1.75; large cod, \$1.50 to \$2; and markets, \$1 to \$2.

Boston Arrivals and Receipts.

The arrivals and fares in detail:
Str. Breeze, 85,000 haddock, 32,000 cod, 38,000 mixed fish.
Str. Cornell, 105,000 haddock, 32,000 cod, 45,000 mixed fish.
Str. Dorchester, 100,000 haddock, 26,000 cod, 33,000 mixed fish.
Yankee, 40,000 haddock, 14,000 cod, 21,000 mixed fish.
Catherine Saunders, 10,000 haddock, 8500 cod, 17,000 mixed fish.
Rita B., 20,000 haddock, 4500 cod, 14,000 mixed fish.
Frances J. Manta, 30,000 haddock, 5000 cod, 7000 mixed fish.
Magellan, 28,000 haddock, 7000 cod.
Mary and Julia, 20,000 haddock, 5000 cod, 15,000 mixed fish.
Dacia, 2000 haddock, 6500 cod, 11,000 mixed fish.
Alice M. Doughty, 1200 cod, 23,000 mixed fish.
Alpar, 21,000 haddock, 8000 cod, 1000 mixed fish.
Oretha F. Spinney, 24,000 halibut.
Ellen T. Marshall, 33,000 haddock, 71,000 cod, 1300 mixed fish.
Corinthian, 87,000 haddock, 7000 cod, 28,000 mixed fish.
Gossoon, 58,000 haddock, 57,000 cod, 16,000 mixed fish.
Shamrock, 105,000 haddock, 36,000 cod, 10,000 mixed fish.
J. M. Marshall, 24,000 haddock, 27,000 cod.
Rhodora, 37,000 haddock, 42,000 cod, 8000 mixed fish.
Lark, 70,000 haddock, 58,000 cod, 12,000 mixed fish.
Aberrance, 3000 cod, 14,000 mixed fish.
Eddie and Lulu M., 4600 mixed fish.
Santina D., 14,500 mixed fish.
St. Providence, 6200 mixed fish.
Josie M., 3800 mixed fish.
Charles M. Fauci III., 3600 mixed fish.
Annie and Josie, 2700 mixed fish.
Sebastiano and Figli, 5000 mixed fish.
Fred Henry, 3000 mixed fish.
Sarah M., 1500 mixed fish.
Mayflower, 3900 mixed fish.
Princess, 6000 mixed fish.
Robert and Edwin, 5600 mixed fish.
Rosie, 3700 mixed fish.
Two Brothers, 5200 mixed fish.
Annie, 1800 mixed fish.
Maria D. S., 2200 mixed fish.
Annie II., 7800 mixed fish.
Mao II., 6300 mixed fish.
Joseph D'Ambrosio, 4700 mixed fish.
Maria Guiseppi, 3000 mixed fish.
Maria Carmella, 1200 mixed fish.
Haddock, \$1.25 to \$1.75 per cwt.; large cod, \$1.50 to \$2; market cod, \$1 to \$2; hake, \$1 to \$1.50; pollock, 50 cents to 80 cents; cusk, 75 cents to \$1; gray sole, 4 1-2 cents to 5 cents per lb.; lemon sole, 6 cents; black backs, 4 cents; yellow tails, 1 1-2 cents; halibut, 18 1-2 cents for white; 15 1-2 cents for gray; catfish, 1 1-4 cents.

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SEVEN SEINERS AT NEW YORK

Seven seiners have reported 110,000 pounds of mackerel at Cape May, New Jersey, over the week-end, the first to be reported for the past three days.

The catches as reported are:

The Fares.

Alice and Mildred, 6000 lbs.
Uncle Sam, 6,000 lbs.
Three Sisters, 12,000 lbs.
Angie and Vence, 15,000 lbs.
Josephine and Mary, 12,000 lbs.
large, 3,000 lbs. small.

Natale II., 30,000 lbs. large, 20,000 lbs. small.

Margaret D., 6,000 lbs. large.
Large mackerel have arrived and the seiners seem to be hitting them in great style. Rough weather was reported as having checked the fleet movements for the past few days, and some have almost lost their seine boats.

TRAWLER'S CREW BRING \$14,000 SALVAGE SUIT

(Special to the Times).

Boston, April 24.—Payment for salvaging the badly burned motor screw "Newton," which was a fishing trawler, in the amount of \$14,000 is sought in a libel filed against the craft in the U. S. District court, this city, by seven members of the crew of the burned vessel.

The libel was filed against the craft by the following members of the crew, who took this action collectively against the trawler Thomas Whiffen, Michael Daley, David Hickey, Thomas Bradbury, John Vickers, Melvin Nelson and Joseph Neary.

According to the libellants the trawler, valued at \$150,000 and owned by Trawler Newton, Inc., of this city, left Boston February 5 for the fishing grounds in command of Christopher Christenson.

Fire in Engine Room.

Fire was discovered in the engine room of the vessel on February 7 and "immediately thereafter the chief engineer went below to determine the extent of the fire, and thereafter the chief engineer and one other fisherman abandoned the vessel, whereupon they lost their lives."

The libellants further declare that shortly afterward they were ordered by the master of the trawler to abandon the craft and that 20 minutes later while the vessel was "burning furiously" the crew left the vessel in three dories by and under the direction of the master.

The dories, according to the libellants, were not properly equipped with food, compasses or lights and no drinking water was provided in dories used as life boats.

The trawler according to the libellants was about 60 miles from land at the time of abandonment in the North Atlantic Ocean and the libellants further declare that they were directed to follow the master who had the only compass.

Attempted to Salvage Craft.

The libel states that the dories left the burning vessel and proceeded for some time to follow the master, but due to lack of lights they became

strayed and returned to the vicinity of the derelict which they boarded and attempted to salvage the same.

"Some of the libellants proceeded aboard, closely followed by the others with the exception of those in the master's dory and due to the combined efforts of the libellants the fire was gotten under control," according to the libel.

The master's dory later returned and it then became necessary according to the libellants to pump out the bilges.

The fire was completely extinguished before noon February 8, the libellants further declaring that they kept the vessel afloat by continuously pumping until the following Sunday, February 12.

Having kept the vessel afloat the libellants hoisted distress signals which were seen by the S.S. West Edouard which stood by until 4 o'clock on February 12, when the U. S. Coast Guard cutter Mojave took the vessel to this city.

Not Members of Crew.

The libellants declare that at the time of their rendering salvage service, "they were no longer members of the crew of the vessel, the crew having abandoned the vessel by the order to save their lives."

The salvage service rendered, the libellants declare, "was of great merit as they (the libellants) were exposed to great hazard in boarding the burning vessel and well knew the danger of explosion as well as the hazard of fire, continuously present until the fire was subdued."

The libellants seek the court to issue process against the trawler which is now at the Fish Pier South Boston, that the court decree them payment for salvaging the craft with interest and costs, and also that the court decree that the trawler be condemned and sold to pay the same.

BIG WEEK AT HUB FISH PIER

TOTAL RECEIPTS OVER 5,000,000
POUNDS FRESH FISH—FROM
71 FARES.

Receipts at the Boston fish pier last week again exceeded 5,000,000 pounds. For the week ending April 20 there were 71 arrivals with 5,003,100 pounds of fresh fish as compared with 109 arrivals and receipts of 3,835,230 pounds of fresh fish in the same week of a year ago.

The Receipts.

Receipts were divided as follows:
1933 — 2,848,900 pounds haddock, 507,900 pounds of large cod; 677,000 pounds market cod; 969,300 pounds mixed fish.

1932—2,283,680 pounds of haddock; 397,950 pounds of large cod; 316,350 pounds of market cod; 840,250 pounds of mixed fish.

From January 1 to date there have been 1764 arrivals with 64,859,600 pounds of fresh fish. In the corresponding period of 1932, there were 1714 arrivals and receipts of 64,876,002 pounds.

Demand for groundfish has been light and prices have ranged from 2 to 4 cents per pound for large cod; 1 to 2 cents for market cod and 1.15 to 4.50 for haddock.

The mackerel fleet from Gloucester now includes 34 seiners, and 10 netters, that are basing at Cape May and Wildwood, New Jersey. That number is considerably less than in previous years.

Squibs missed up on the Catherine Burke, which went south seining last Thursday with Capt. Albert Williams at the wheel.

Best of luck to Capt. Jeff Thomas, who sailed in the sch. Adventure, halibuting, bound, they say, to Georges on a two weeks' trip.

Squibs is told that besides George A. "Dapper" Pendleton, the three-masted freighter Adams which sailed from here Saturday forenoon about 11 o'clock, also had Walter Damon, an old-time seaman, of this port as seaman. Capt. Louis Kennedy, master of this craft which has no power except canvas, has three seamen, a "darker" cook from Boston, and his mate, John Hubbell of Stamford, Connecticut, another young fellow.

The three-master is bound for Lunenburg, N. S., and not Yarmouth, and will go on the ways there for caulking and painting. From there she will sail to Halifax, where she will take on a part cargo of lumber for the Barbadoes, thence to Turk's island, one of the West Indies group, where they will take a cargo of salt to Providence, R. I.

Squibs understands that the Catherine stocked \$5300 on her recent halibuting trip and the crew shared \$75.

Capt. Chris Gibbs, who sailed with Capt. Archie McLeod in the Catherine, will take command of the sch. Grand Marshal, it is understood, and is now fitting her out for a halibuting trip, intending to leave within a week.

Squibs is told that Capt. Jack Brown in the Emperor, stocked \$1650.58, and the crew shared \$32.34, on his recent eight-day trip to Western bank. The Emperor was icing up at the Gloucester Cold Storage this morning, planning to go out some time today.

SQUIBS.

April 24

FISHERMEN PRESENT CASE TO PRESIDENT

Statement Setting Forth Plight Confronting Industry Is Set Forth in Brief Document of Facts

A statement setting forth the serious situation confronting the fishermen, captains and vessel owners, in connection with the visit of sch. Gertrude L. Thebaud at Washington was presented to President Franklin D. Roosevelt. The brief was given to the President late yesterday afternoon according to a message from Congressman A. Piatt Andrew to Manager Lawrence J. Hart of the Chamber of Commerce this morning.

The brief gives figures on employment of people in the industry, a description of it, persons affected, story of the cooperative method of producing fish, ownership of vessels, financing and 10 specific cases of people. It has been a costly and hazardous occupation and the sea has taken an exacting toll of our men and our vessels. During the past 10 years, 69 vessels have sailed from this port and have never returned and with them 148 of our fishermen. Some of these vessels were lost with all hands; 419 vessels were lost during the period of 1830-1881 and with them 2249 men. Over the past 300 years, it is estimated that 3000 men out of Gloucester have been lost at sea.

Description of Industry.

One hundred and forty-eight vessels of from five to over 100 tons each and as large a number under five tons now operate from the port of Gloucester, engaged in the production of cod, haddock, mackerel, halibut, swordfish, sole and other varieties of fish. These vessels are owned by individuals or corporations and are engaged exclusively in the business of producing fish, which is sold principally in the Boston and Gloucester markets to wholesalers. Vessels are equipped with oil burning engines. Cost of a vessel ready for sea when new, figures from \$15,000 to \$70,000. The present replacement value of Gloucester vessels, not including fishing gear, seines, nets, seine boats, dories or trawls, is well over \$4,000,000.

Persons Affected.

Gloucester's population of 24,000 depends almost entirely upon the successful operation of the fisheries and the allied industries that utilize its by-products or manufacture things the fishermen use. Vessels carry crews ranging from 8 to 25 men. There are over 2200 fishermen in the crews of Gloucester vessels who, with their families, depend for their livelihood on the catching of fish. Over 2500 more obtain their living from the industry or other businesses allied with it. Craftsmen in many instances such as ship-carpenters, electricians, riggers, sail-makers, caulkers, machinists and others depend on these vessels for their livelihood. The bringing of fish to the Gloucester market supplies direct labor for the fish-handlers on wharves, in canneries, factories, smoking houses, cold storage plants;

to marine railways, vessel repairing plants, spar yards; to box and barrel makers, truckmen and salesmen and to allied industries engaged in extracting and manufacturing of fish. It is impossible for vessels to purchase supplies and materials such as nets, seines, boats, fishing gear, ship chandlery, rope and general supplies for the voyage. Many vessels are already tied up at the wharves and this number is being added to every week. Unless some relief is obtained, many more vessels of the fleet will be tied up.

Plight of Fishermen.

Many of our fishermen follow this hazardous occupation week in and week out, day or night as the case may be, and find that after all their labor, they have not earned enough to support their families. They can obtain no other work. There is none and there is real suffering among them. For the first time in the history of the industry, the public welfare department of the city of Gloucester is taking care of fishermen's families on a large scale.

The following facts regarding recent fishing trips, or earnings of vessels and their crews for the past year, will give an idea of the seriousness of the situation that confronts fishermen, captains and owners of vessels engaged in the industry.

Sch. Catherine Burke, Capt. Albert Williams; 23 men in crew; left Gloucester January 16, 1933, arrived back February 7, 1933; 22 days out; each man in debt \$1.74.

Same vessel left Gloucester February 23, 1933, arrived back March 10, 1933; 15 days out; 21 men in crew; each man shared \$2.07.

Sch. Imperator, Capt. Joaquin V. Brown; 21 men in crew; left Gloucester February 10, 1933, arrived back February 23, 1933; 13 days out; each man shared \$5.87.

Sch. Mary F. Curtis, Capt. Andrew Decker; 23 men in crew; left Gloucester January 10, 1933, arrived back January 24, 1933; 14 days out; each man shared \$10.13.

Same vessel left Gloucester January 27, 1933, arrived back February 20, 1933; 24 days out; each man in debt \$3.61.

Trawler Dawn, owner G. Grueby of Boston; 27 men in crew; left Boston March 25, 1933, arrived back

GORTON-PEW BUYS F. C. PEARCE CO.

The latest acquisition of the Gorton-Pew Fisheries company is the Frank C. Pearce fish company, an old concern that has until today been controlled by the General Foods corporation, who have relinquished their claim to the leading fishing concern of this city. The policy of the Gorton-Pew concern for this new branch, has not been announced as yet.

HIGH SCHOOL ART CLASSES PREPARE FOR OPERETTA



Sweep the Streets
IN THE PUBLIC SERVICE

April 24

FISHERMEN PRESENT CASE TO PRESIDENT

(CONTINUED FROM PAGE ONE)

April 3, 1933; nine days out; each man in debt \$4.20.

Ruth and Margaret, Capt. James Mason of Gloucester. Twenty-three men in crew; left Gloucester March 19, 1933, arrived back March 31, 1933; out 12 days; each man in debt \$5.80.

Vagabond, owner, Capt. William E. Westerbeke. Eight men in crew; left Boston April 4, 1933, returned April 13, 1933; out nine days; each man in debt \$7.20.

Sch. William L. Putnam, Capt. Allan Foote. Ten men in crew; left Gloucester November 8, 1932, arrived back November 22, 1932; 14 days out; each man in debt \$11.43.

Same vessel left Gloucester February 10, 1933; 23 men in crew; returned February 16, 1933; six days out; each man shared \$9.97.

Same vessel left Gloucester April 10, 1933; 21 men in crew; returned April 18, 1933; eight days out; each

man shared \$7.67.

Sch. Pollyanna, Capt. Eric Carlson. Twenty-one men in crew; left Gloucester, January 16, 1933; arrived back February 23, 1933; 39 days out; each man shared 99 cents.

Same vessel left March 1, and arrived back April 15; 21 men in crew; 45 days out; each man shared \$25.33.

Sch. Killarney, Capt. Matthew Sears. Twenty-three men in crew; left Gloucester October 5, 1933; arrived back October 14, 1933; nine days out; each man in debt 93 cents.

Sch. Ingomar, Capt. Sayward MacLaren. Twenty-three men in crew; left Boston, February 18, 1933; arrived back March 29, 1933; 38 days out; each man in debt \$17.38.

Typical Cases.

Following is detailed report on operation of three Gloucester fishing vessels for a year period indicating length of trips of each vessel, number in crew, share to each man or loss for the trip, and total share per man for the year.

Sch. Catherine Burke, Capt. Alonzo Smith, Seining.					
Sailed	Arrived	Time gone	Men	Share	In debt
April 7, '32	May 18, 1932	41 days	14	\$7.70	
May 20, '32	June 16, '32	27 days	14	8.32	
June 16, '32	July 13, '32	28 days	14		\$4.44
July 14, '32	July 29, '32	15 days	14	1.06	
Aug. 1, '32	Aug. 8, '32	7 days	13	6.06	
Aug. 8, '32	Aug. 22, '32	14 days	12		.25
Aug. 23, '32	Sept. 13, '32	21 days	12	8.90	
Sept. 13, '32	Sept. 27, '32	14 days	12	1.89	
Sept. 28, '32	Oct. 4, '32	7 days	13	4.82	
Oct. 22, '32	Oct. 28, '32	6 days	13	4.87	
Oct. 28, '32	Nov. 12, '32	15 days	12	3.12	
Sch. Catherine Burke, Capt. Albert Williams, Haddocking.					
Dec. 16, '32	Dec. 30, '32	14 days	23	\$15.00	
Jan. 1, '33	Jan. 12, '33	11 days	23	14.08	
Jan. 16, '33	Feb. 7, '33	22 days	23		\$1.74
Feb. 8, '33	Feb. 20, '33	12 days	23	23.93	
Feb. 23, '33	March 10, '32	15 days	23	2.07	
March 11, '33	March 24, '32	13 days	23	13.42	
March 25, '33	April 4, '32	10 days	23	16.13	
				\$139.07	\$6.43
				Less	6.43
				Share for year ..\$132.64	

Sch. Pollyanna, Capt. James Mason, Halibuting.					
Sailed	Arrived	Time gone	Men	Share	In debt
Jan. 25, '32	March 4, '32	21 days	21		\$10.05
March 10, '32	April 12, '32	33 days	21	\$76.33	
April 13, '32	May 18, '32	35 days	21	1.80	
May 23, '32	June 24, '32	32 days	21	2.14	
June 28, '32	July 26, '32	28 days	21	5.94	

We feel very sympathetic for the plight of the farmers and are in accord with what is being done, and what is intended to be done to relieve their situation. We feel our problem is very similar and that the relief which is now being given to the farmers, and which will be given to them, is just the kind of relief which we need and which we feel we are entitled to.

Respectfully submitted in behalf of fishermen, captains, and vessel owners of the port of Gloucester, Massachusetts.

Gloucester Master Mariners' Association,
By Henry F. Brown, Secretary.



The first meeting of the Catholic Women's club held since the election of new officers took place last Thursday evening. Mrs. Winslow Parkhurst, the new president, conducted the meeting.

The secretary's report of the financial success of the social activities of the past season was read and was most encouraging. Plans were made for a communion breakfast to be held in May to which all the women of the parish are invited. A brief resume of the work to be undertaken this year was given. A pleasing entertainment was given by Ruth Harris, piano selections, Kathryn Ross, readings, and Anna MacEachern, vocal solos, after which refreshments were served.

The May meeting will be in charge of Mrs. Richard Burke and a very interesting and entertaining program is promised.

The new officers of the club are: President—Mrs. Winslow Parkhurst. Vice-presidents—Mrs. Charles Hartford, Miss Cecelia MacDonald. Financial secretary—Miss Mary Ross.

Recording secretary—Margaret McEachern.

Board of directors—Mrs. Benjamin A. Smith, Mrs. M. Francis Buckley, Mrs. Mary Chick, Miss Elizabeth Cahill, Miss Lucy Oliver.

April 25 1933

SIXTEEN BOATS AT BOSTON PIER

RECEIPTS OF 420,000 POUNDS—
PRICES A LITTLE FIRMER
TODAY.

Sixteen craft arrived at Boston this morning with a total of 300,000 pounds of groundfish and 120,000 pounds of mixed fish. More than 600 barrels of fresh mackerel arrived by rail from Cape May and New York, where a considerable amount was landed by the fleet over the week-end.

Today's market was slightly higher than yesterday but at the prevailing prices, prospects of a fair return were meagre. Haddock sold at \$1.50 to \$2.50; large cod, \$2 to \$2.50 and markets, \$1.50 to \$2.

Boston Arrivals and Receipts

The arrivals and fares in detail:
Str. Cambridge, 60,000 haddock, 19,000 cod, 30,000 mixed fish.
Str. Fordham, 62,000 haddock, 13,000 cod, 14,000 mixed fish.
Helen M., 32,000 haddock, 4500 cod, 10,000 mixed fish.
Alvan T. Fuller, 20,000 haddock, 6000 cod, 5000 mixed fish.
Elvira Gaspar, 25,000 haddock, 5000 cod, 4900 mixed fish.
Gov. Al Smith, 26,000 haddock, 7000 cod, 14,000 mixed fish.
Charlotte, 11,000 mixed fish.
Little Joe, 4500 mixed fish.
Bessie, 3200 mixed fish.
Virginia and Mary, 7000 mixed fish.
Mary and Jennie, 1700 mixed fish.
Roma, 4000 mixed fish.
Jackson and Arthur, 3000 mixed fish.
Isabella, 5800 mixed fish.
St. John, 2000 mixed fish.
St. Joseph, 2100 mixed fish.
Haddock, \$1.50 to \$2.50 per cwt.; large cod, \$2 to \$2.50; market cod, \$1.50 to \$2; hake, \$2; pollock, \$1; cusk, \$1; gray sole, 4 cents per lb; lemon sole, 7 cents; black backs, 4 cents; yellow tails, 2 cents to 2 1-2 cents; dabs, 1 cent; cheeks, 4 cents; catfish, 1 cent.

Nova Scotia Bait Report.

Canso—No bait. Ice available. Some drift ice in bay. No vessels in port.

Halifax—Ten thousand pounds frozen herring available.

Liverpool—Plenty ice available. Bait for local use only.

Lockport—Two hundred fifty thousand pounds frozen herring available.

quintals; Beatrice Beck, Capt. Demone, 600 quintals; Pasadena II., Capt. Wentzell, 450 quintals; Isabel Spindler, Capt. Spindler, 500 quintals.

Notes From Lunenburg.

Tern sch. A. W. Chisholm, Capt. Freeman Ernst, arrived Saturday from Turk's Island, with salt for Lunenburg Outfitting Company.

Schs. R. B. Bennett, C. J. Morrow and Bessemer landed 70,000, 45,000 and 30,000 lbs. fresh fish respectively at the Lunenburg Sea Products over the week-end.

The four-masted sch. James Newsome, Capt. Dawson Geldert, sailed Thursday morning for Turks Island where she will load for Lunenburg.

The "D. D. McKenzie" will go on the slip at Lunenburg, and as soon as she comes off will load with dry fish for Porto Rico.

Gaerna in Port.

Spanish trawler Gaerna arrived at Halifax Friday evening from the banks for salt and stores. The Gaerna is the third Spanish trawler to visit Halifax within several weeks.